



United States Department of Agriculture
Forest Service

Mad, Roaring, Mills Project

Engineering Resource Report

Prepared by:

Matt Maher
Civil Engineering Technician

For:

Entiat Ranger District
Okanogan-Wenatchee National Forest

Dec 18, 2021

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at http://www.ascr.usda.gov/complaint_filing_cust.html and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

USDA is an equal opportunity provider, employer and lender.

Table of Contents

1.0 - Introduction	2
2.0 - Relevant Laws, Regulations, and Policy	2
2.1 - Regulatory Framework	2
3.0 – Analysis Framework	4
3.1 Purpose and Need	4
3.2 - Resource Indicators and Measures	4
4.0 - Methodology.....	5
4.1 - Information Sources	5
4.2 - Incomplete and Unavailable Information	5
4.3 - Spatial and Temporal Context for Effects Analysis	5
4.4 Intensity Level Definitions.....	5
5.0 - Affected Environment	6
5.1 - Existing Condition	6
6.0 - Environmental Consequences.....	7
6.1 - Alternative 1 – No Action	7
6.2 - Alternative 2 – Proposed Action.....	7
7.0 - Summary.....	10
7.1 Degree to Which the Purpose and Need for Action is Met.....	Error! Bookmark not defined.
7.2 Summary of Environmental Effects.....	10
8.0 - Compliance with LRMP and Other Relevant Laws, Regulations, Policies and Plans	10
9.0 Glossary	11
10.0 - References Cited.....	12
Appendix A: Alternative 2 Transportation Plan	13

Tables

Table 1. Resource indicators and measures for assessing effects	Error! Bookmark not defined.
Table 2: Resource Indicators and Measures for Existing Condition.....	6
Table 3: Current NFS and Unauthorized Roads	7
Table 4: Comparison of Current Open Road Density and Forest Plan Standards for Density by Discrete Management Area.....	Error! Bookmark not defined.
Table 5. Design features for transportation resources.....	8
Table 6. Resource Indicators and Measures for Alternative 2	9
Table 7. Comparison of how Alternatives 1 and 2 meet project need.	Error! Bookmark not defined.
Table 8. Summary comparison of environmental effects to transportation resources	10
Table 9. Changes to Road Status or Maintenance Levels	13

1.0 - Introduction

Travel Analysis is a science-based process used “to inform decisions related to: a) identification of the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System (NFS) lands per 36 CFR 212.5(b)(1) and b) designation of roads, trails and areas for motor vehicle use per 36 CFR 212.51” (FSH 7709.55, section 20.2). Travel Analysis informs travel management decisions by examining key issues related to the portion of the forest transportation system under analysis, as well as management options and priorities.

To complete the Travel Analysis, an interdisciplinary process was used involving resource specialists from the Entiat Ranger District and other Okanogan-Wenatchee National Forest specialists. The Interdisciplinary Team (IDT) included resource specialists representing Wildlife, Aquatics, Hydrology, Invasive Weeds, Botany, Silviculture/Timber, Fire/Fuels, Recreation, Public Access, Archaeology and Engineering.

The scope of the analysis was set to examine the existing forest transportation system to determine appropriate management direction for each road. Considerations included Maintenance Level (ML), closure or decommissioning recommendations, motorized access restrictions, new access needs, etc.

Road management activities will continue road maintenance and use planning to meet use patterns. Many roads will continue to be closed during certain seasons in cooperation with other resource management activities or other agency objectives.”

More recently, under the Forest Service’s 2005 Travel Management Rule, each unit of the National Forest System (NFS) was directed, by the end of fiscal year 2015, to identify the minimum road system needed for safe and efficient travel and for the protection, management, and use of NFS lands; and to identify roads that are no longer needed to meet forest resource management objectives

2.0 - Relevant Laws, Regulations, and Policy

2.1 - Regulatory Framework

2.1.1 - Land and Resource Management Plan

The Okanogan National Forest Land and Resource Management Plan (LRMP) provides standards and guidelines for the Mad, Roaring, Mills Project.

2.1.2 - Desired Condition

Per 36 CFR 212.5 (b); For each national forest, national grassland, experimental forest, and any other units of the National Forest System (§ 212.1), the responsible official must identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. In determining the minimum road system, the responsible official must incorporate a science-based roads analysis at the appropriate scale and, to the degree practicable, involve a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance.

2.1.3 - Federal Law

National Forest Roads and Trails Act of October 13, 1964, as amended (16 U.S.C. 532-538).

Authorizes road and trail systems for the national forests. Authorizes granting of easements across NFS lands, construction and financing of maximum economy roads (FSM 7705), and imposition of requirements on road users for maintaining and reconstructing roads, including cooperative deposits for that work.

Highway Safety Act of 1966 (23 U.S.C. 402).

Authorizes state and local governments and participating federal agencies to identify and survey accident locations; to design, construct, and maintain roads in accordance with safety standards; to apply sound traffic control principles and standards; and to promote pedestrian safety.

Surface Transportation Assistance Act of 1978, as amended (23 U.S.C. 101a, 201-205).

Supersedes the Forest Highway Act of 1958.

This Act supersedes the Forest Highway Act of 1958. The Act authorizes appropriations for forest highways and public lands highways. The Act establishes the Federal Lands Highway Program; criteria for forest highways; defines forest roads, forest development roads, and forest development trails; and limits the size of projects performed by Forest Service employees on forest roads.

36 CFR 212.5

Travel Management – Subpart A - Administration of the Forest Transportation System

Road system management

(1) Identification of road system. For each national forest, national grassland, experimental forest, and any other units of the National Forest System (§ 212.1), the responsible official must identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. In determining the minimum road system, the responsible official must incorporate a science-based roads analysis at the appropriate scale and, to the degree practicable, involve a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts associated with road construction, reconstruction, decommissioning, and maintenance.

(2) Identification of unneeded roads. Responsible officials must review the road system on each National Forest and Grassland and identify the roads on lands under Forest Service jurisdiction that are no longer needed to meet forest resource management objectives and that, therefore, should be decommissioned or considered for other uses, such as for trails. Decommissioning roads involves restoring roads to a more natural state. Activities used to decommission a road include, but are not limited to, the following: reestablishing former drainage patterns, stabilizing slopes, restoring vegetation, blocking the entrance to the road, installing water bars, removing culverts, reestablishing drainage-ways, removing unstable fills, pulling back road shoulders, scattering slash on the roadbed, completely eliminating the roadbed by

restoring natural contours and slopes, or other methods designed to meet the specific conditions associated with the unneeded road. Forest officials should give priority to decommissioning those unneeded roads that pose the greatest risk to public safety or to environmental degradation.

2.1.6 - Other Guidance or Recommendations

Okanogan and Wenatchee National Forests Road Management Guidance 2017

Forest Service Watershed Condition Framework Assessments

USFS National Best Management Practices for Water Quality Management on National Forest System Lands

Forest Service Manual and Handbook Direction in FSM 7700 and FSH 7709 applies to management and maintenance of roads. Refer to Minimum Roads Analysis

Wenatchee National Forest – Final Environmental Impact Statement (Land and Resource Management Plan) 1990

3.0 – Analysis Framework

3.1 Purpose and Need

With respect to transportation resources, the IDT identified need to modify the transportation network and related structures lands to create the transportation system needed for safe and efficient travel, administration, and public use, and protection of natural resources on NFS lands.

The Travel Management Rule (36 CFR 212.5) directs us to identify the minimum road system needed for safe and efficient travel and for administration, public use, and protection of NFS lands. Some roads in the project area do not meet current safety or design standards, are located in areas where they adversely impact aquatic habitat and hydrological function or are now excess to management needs because of changes in logging system practices or management objectives.

Closing, decommissioning, and changing use (or maintenance) levels of roads would create a safer and more efficient road system for use in administering, visiting, and protecting NFS lands in the project area.

3.2 - Resource Indicators and Measures

The term “Minimum Roads Analysis” (MRA) is often confused with the term “Travel Analysis Process” (TAP). These are two different but related processes related to NFS roads analysis with the same origins. The following information clarifies the differences between these two terms, which are often been misused interchangeably.

An MRA uses a broad scale approach to estimate the needs across several watersheds, without interdisciplinary team interaction or analysis. It can be conducted without the benefit of interdisciplinary inputs; without road-by-road specific needs or risk assessments. The Travel Analysis Process (formally known as Roads Analysis Process or RAP), is a more in-depth, interdisciplinary, road-by-road specific analysis that provides “a science- based approach for identifying the National Forest road system.”

Both processes evolved initially from the 2001 Road Management Rule; regulations were established that require the responsible official on each NFS unit to “identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands”.

Note, the provisions from the original 2001 Road Management Rule are now incorporated in Subpart A of the 2005 Travel Management Rule. It is policy and in compliance with 36CFR212.5 to conduct the Travel Management Process.

4.0 - Methodology

Existing roads consist of both NFS roads, private (and unauthorized roads. An NFS road may be closed (Maintenance Level 1; other road maintenance levels defined in Appendix A) when it is determined it will not be needed for access to meet management objectives for one year or longer. Closing NFS roads reduces the potential environmental impacts and maintenance costs of the road.

A complete inventory of NFS roads in the project area was compiled. In addition, an inventory of existing unauthorized roads was developed. Most roads were field checked, and data updated to reflect existing conditions. This information was used to update the project GIS database. As unmapped roads were discovered, they were added to the inventory of unauthorized roads.

Data came from field surveys, GIS data (roads, streams, topography, etc.), and historical data (previous project files, reports, etc.).

An earlier travel analysis, the “Okanogan-Wenatchee National Forest Forest-wide Travel Analysis Report”, was conducted in July of 2015. This project incorporated updated field data and more site-specific detail for completing the Travel Analysis Process (TAP). Further information about evaluated roads in the Travel Analysis (including timing of road activities by project phase) can be found in Appendix A, along with definitions of road maintenance levels and other road-related activities such as closure and decommissioning. Recommendations and specialist input made during the TAP are documented in the Mt. Hull Engineering Resources Report analysis file, as spreadsheets and supplemented with resource specific narratives.

4.1 - Information Sources

Data used included notes from field visits, GIS data (roads, streams, topography, etc.), plant and animal survey data, 3D Interpretation, LiDar and historical data (previous project files, reports, etc.).

4.2 - Incomplete and Unavailable Information

Not Applicable (N/A)

4.3 - Spatial and Temporal Context for Effects Analysis

The scope of the analysis was set to examine the existing forest transportation system to determine appropriate management direction for each road. Considerations included existing Maintenance Level (ML), closure or decommissioning recommendations, motorized access restrictions, new access needs, etc. The scale of the direct, indirect, and cumulative effects analysis includes roads inside the Mad, Roaring, Mills Analysis Area and other roads adjacent that may be utilized for project activities for the next ten (10) years.

4.4 Intensity Level Definitions

The type, duration, and intensity of impacts to engineering resources are defined below.

Type of impact:

Beneficial: Changes in transportation system bring the resource indicators closer to management goals.

Adverse: Changes in transportation system push the resource indicators away from management goals.

Duration of Impact:

Short term: Effects to transportation occur only during project and shortly (less than 10 years) post-project.

Long term: Effects to transportation occur long than 10 years post-project activities.

Intensity of Impact:

Intensity of impact:

None: No impact to transportation system or access. May or may not address economic of Analysis requirement 36CFR212.5.

Negligible: A noticeable change to transportation system via access or economics that would be so small that it would not be of any measurable or perceptible consequence. No change in mileages (<0.1miles total in analysis). May or may not address economic of Analysis requirement 36CFR212.5.

Minor: A noticeable change to transportation system roads or access opportunities that would be small, localized and of little consequence. Effects on access would be detectable (via open/closed mileage and location). Effects on transportation system would be minor and show only minor change in economics needed for maintenance- affecting only ML2 roads or less and affecting Unauthorized and Non-Forest System Roads (FSR) roads.

Moderate: A distinct measurable change to transportation system that would be measurable through mileage (>1.0 mile) via Forest System Roads (FSR), designation of unauthorized roads, or addressing closures of non-system or unauthorized roads. These would be readily apparent and measurable, localized and possibly long term. Some measures and effects are long term for visibility or completion; not visible till project completion, or when rehabilitation funds are available- Measurable effects could include mileage available to public use, Maintenance Levels (MLs) decreased, and subsequent maintenance would occur on infrequent basis, providing safety only for the levels planned as required by Transportation Analysis Process 36 CFR212.5.

Major: A distinct measurable change to transportation system that would be measurable through mileage (>5 miles) via Forest System Roads (FSR), designation of unauthorized roads, or addressing closures of non-system or unauthorized roads. These would be readily apparent and measurable, localized and possibly long term. Some measures and effects are long term for visibility or completion; not visible till project completion, or when rehabilitation funds are available- Measurable effects could include mileage available to public use, Maintenance Levels (MLs) decreased, more roads closed or decommissioned not accessible for management or public. Subsequent maintenance would occur on infrequent basis, providing safety only for the levels planned as required by Transportation Analysis Process 36 CFR212.5.

5.0 - Affected Environment

5.1 - Existing Condition

Table 2 displays the current values for the resource indicators used in this analysis.

Table 1: Resource Indicators and Measures for Existing Condition

Resource Element	Resource Indicator	Measure	Existing Condition
Road System	Miles of road in project area by maintenance level	Miles per Maintenance Level (ML)	
		ML 1	188.61
		ML 2	245.39
		ML 2A	0
		ML 3	9.98
		ML 4	12.42
		UA	74.66

5.1.1 Resource Indicator: Miles of Road in Project Area by Maintenance Level

The road system within the analysis area was built over the last 60 years, primarily as access for timber harvest and developed campgrounds. Some roads do not meet current safety or design standards, are located in areas where they adversely impact aquatic habitat and hydrological function or are now in excess to management needs because of changes in logging system practices or management objectives.

Existing roads consist of both NFS roads and unauthorized roads. An NFS road may be closed (Maintenance Level 1) when it is determined it will not be needed for access to meet management objectives for one year or longer.

Table 2: Current NFS and Unauthorized Roads

	Open Roads (miles)	Closed Roads (miles)	All Roads (miles)
NFS Roads	267.79	188.81	456.60
Unauthorized Roads*			74.66
Total	267.79	188.81	531.26

*Note that all Unauthorized Roads by definition are not Open roads. Refer to Road's definitions Appendix A: Road Management Activities – Forest Restoration Projects.

6.0 - Environmental Consequences

6.1 - Alternative 1 – No Action

6.1.1 Resource Indicator: Miles of Road in Project Area by Maintenance Level

The potential environmental impacts and maintenance costs of the existing roads would continue. The direct/ indirect effects of no action on the transportation system would result in continuing high sediment delivery from open roads and no removal or treatment of road stream crossings. This would occur because the current road maintenance funding levels are lower than needed to maintain all the existing roads. All maintenance costs would continue to be the responsibility of the Forest Service. Therefore, these roads would continue to be maintained to a lesser standard; which is not sustainable over the long term. Deferred maintenance costs would continue to increase to this road system with no foreseeable funding to make the necessary repairs. Refer to Existing Condition Table 2 for current road densities and NFSR mileage by Maintenance Level..

6.2 - Alternative 2 – Proposed Action

The effects of proposed treatments on resource indicators are summarized in Table 6. Direct and indirect effects would be caused by closing, decommissioning and changing maintenance levels of roads. No

ongoing or reasonably foreseeable activities affect the resource indicators used in this analysis; therefore there are no cumulative effects from Alternative 2 on the transportation system.

6.2.1 - Project Design Features and Mitigation Measures

No mitigation measures for this resource was specifically identified via this resource. Design Features shown in the table below addressed needs for proposed action.

Table 3. Design features for transportation resources

Number	Design Feature / Best Management Practice / Mitigation Measure	Why Necessary	Efficacy	Consequence of Not Applying
	Provide administrative access on closed or decommissioned roads	Forest Service manual 7731 Road Operation describes that roads can be closed to the public yet used for administrative uses. For this Transportation analysis such roads will be closed in such a way to accommodate ATV/UTV access for maintenance of BPA Powerlines or other legitimate ATV/UTV access would be authorized for administrative use only on roads identified in Appendix B – Proposed Transportation Plan of the Engineering Specialist Report. Road closure methods described in the preceding section may be used. Such roads serve as a practical approach to reduce environmental impacts while maintaining minimal, yet required administrative use by either USFS personnel, contractors while in the performance of required management responsibilities. Signage must be displayed during Veg management.	High	36 CFR 212.5 subpart A- Administration of the Forest Transportation System
	Ensure road decommissioning at stream crossings provide a natural hydrology.	Stream crossings will be decommissioned by: dewatering the site or isolating it from flowing waters to prevent delivery of sediment to watercourses in accordance with the WDFW/FS MOU; excavating the fill and restoring slopes and stream channels to mimic the natural stream channel and banks and restore the natural valley configuration; placing and shaping excavated material into cut banks near the crossing in such a way that sediment-laden runoff can be confined; and/or placing large woody material and/or large rocks as necessary for streambed substrates to mimic the natural streambed characteristics upstream and downstream of the crossing removal.	High	Failure to comply with BMPs, Federal & State laws, or meet with MOU agreement between WDFW/FS.
	Define the circumstances when a culvert will not be removed for long-term road closures	Roads placed into ML-1 (closed) status may have culverts removed unless: culvert was recently installed and adequately designed to pass a 100-year storm event and any expected debris; culvert is located very close to the road barrier; culvert is in good condition and has a very deep fill; culvert is on a loop road with potential need for fire egress.	High	Compliance with Aquatic BMPs, BAs
	Apply appropriate level	Activities implemented when closing roads (changing to Maintenance Level 1) may include but are not limited to: blading and shaping the road	High	Not compliant with LMP

Number	Design Feature / Best Management Practice / Mitigation Measure	Why Necessary	Efficacy	Consequence of Not Applying
	of road closure (ML 1) activities.	surface to restore proper cross-slope, reinstalling drain dips and installing water bars, spreading slash or debris over the road surface, and placing an effective restriction device.		
	Evaluate and apply appropriate level of road decommissioning activities.	Roads identified for decommissioning will be evaluated by engineering staff and site-specific prescriptions for decommissioning developed with input from other resource specialists will be provided as appropriate. Evaluation will include existing drainage structures, slope stability of fill and cut slopes, signs of erosion, adequacy of vegetation, etc. If no issues are identified that need to be addressed, further decommissioning activities will not occur and road records will be changed to indicate the road segment is decommissioned. Existing site conditions for each road segment will dictate whether light, medium or heavy road decommissioning practices are applied as described in Appendix C of the Engineering Specialist Report	High	Would not comply with aquatic BMPs

The table below summarizes the changes to resource indicators that would occur in Alternative 2 after project implementation has been completed.

Table 4. Resource Indicators and Measures for Alternative 2

Resource Element	Resource Indicator	Measure	Existing Condition
Road System	Miles of road in project area by maintenance level	Miles per Maintenance Level (ML)	
		ML 1	188.61
		ML 2	245.39
		ML 2A	0.00
		ML 3	9.98
		ML 4	12.42
		UA	74.66

6.2.2 Resource Indicator: Miles of Road in Project Area by Maintenance Level:

After all project activities are completed, the following changes would occur as funding became available:

Approximately 31.95 miles of previously open roads would be closed because they are not needed in the immediate future for land resource management.

Approximately 161.82 miles of roads would be decommissioned because they are no longer needed for land resource management in the foreseeable future, or because they are unauthorized roads that are not needed for NFS purposes

Approximately 18.77 miles of currently open and closed roads would be assigned as “Administrative Use” only and closed with a gate (shown in Table 6 as ML2A) to provide continued access by BPA and Forest Service personnel.

Approximately 0.23 miles of existing NFS road would be converted to the National Forest Trail System.

Approximately 9.6 miles of existing NFS roads will have dual purpose as a system Motorcycle Trail

7.0 - Summary

7.2 Summary of Environmental Effects

Like Alternative 2, there are fewer NFSR road than the Existing Condition described for Alternative 1. Road densities for Existing Condition vs Post Project for Alternative 1 are higher than Alternative 2. The table below summarizes the environmental effects of Alternatives 1 and 2.

Table 5. Summary comparison of environmental effects to transportation resources

Resource Element	Resource Indicator	Measure	Alternative 1	Alternative 2
Road System	Miles of road in project area by maintenance level	Miles per Maintenance Level (ML)		
		ML 1	188.81	99.28
		ML 2	245.39	213.44
		ML 2A	0.00	18.77
		ML 3	9.98	9.98
		ML 4	12.42	12.42
		UA	74.66	0.00

8.0 - Compliance with LRMP and Other Relevant Laws, Regulations, Policies and Plans

The current system meets the additional regulatory framework of National Forest Roads and Trails Act, & the Highway Safety Act. Alt 1 meets some of the parameters (ex: access, construction) Surface Transportation Act, but doesn't meet the economic sustainability portion). Both Alternatives meet LRMP and Guidelines. This final rule describes the framework for National Forest System land and natural resource planning; reaffirms sustainability as the overall goal for National Forest System planning and management; establishes requirements for the implementation, monitoring, evaluation, amendment, and revision of land and resource management plans; and guides the selection and implementation of site-specific actions. The intended effects are to simplify, clarify, and otherwise improve the planning process;

to reduce burdensome and costly procedural requirements; to strengthen and clarify the role of science in planning, and to strengthen collaborative relationships with the public and other government entities.

9.0 Glossary

Types of Roads

Forest System Road (FSR): Also more formally known as a ‘National Forest System Road’. A forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or local public road authority (36 CFR 212.1). Note that a Forest Road is a road wholly or partly within or adjacent to and serving the National Forest System Lands (NFSL) that the United States Forest Service (USFS) determines is necessary for the protection, administration, and utilization of the NFSL and the use and development of its resources (36 CFR 212.1).

NOTE: Only Forest System Roads have USFS maintenance levels. The other roads (non-system, unauthorized, public and temporary) are not maintained by the USFS and thus do not have USFS maintenance levels assigned. Expected maintenance conditions should be identified in the road authorization, operating plan, or maintenance agreement associated with non-system, public or temporary roads.

Non-System Road: These are roads on the forest that are authorized by a legally documented right-of-way and are not needed by the USFS to manage the forest. These roads stay on the landscape for indefinite periods of time and thus do not meet the definition of a temporary road. Examples include; utility access roads, and private drive-ways, etc. The authorized entity is responsible for all construction, operation, and decommissioning costs of these roads. The USFS cannot expend system road maintenance funds on non-system roads.

Unauthorized Road: A road that is not an FSR, Public Road, Non-System Road or Temporary Road.

Temporary Road: A road necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road and that is not included in a forest transportation atlas. (36 CFR 212.1) Note that these roads are on the landscape for a relatively short and defined period of time and are associated with a specific project or mining plan of operations. Examples include: Timber sale roads, mining access roads, abandoned mine reclamation access roads, etc. Temporary roads are typically not open to the public.

Public Road: A road that is not an FSR but instead is a road that is under the jurisdiction of the State, County or other public entity. This road may cross NFSL but is not the Forest Service’s responsibility to maintain. It has some historic right-of-way or other authorization and is generally open to the public. The USFS may be able to use system road maintenance funds on these County roads if there is an active cooperative agreement with the associated County.

10.0 - References Cited

- Okanogan Land and Resource Management Plan, 1989
- Forest Service Watershed Condition Classification Technical Guide, Potyondy, J.P. and Geier, T. W., October 2010
- Forest Service Handbook 7709.55, Chapter 20 Travel Analysis 36 *CFR* 212.5 Travel Management – Subpart A
- CFR-2012-title36-vol2_part212
- USDA National Best Management Practices for Water Quality Management on National Forest System Lands, April 2012
- Okanogan-Wenatchee National Forest- Forest wide Travel Analysis Report, July 2015.
- National Forest Roads and Trail Act of 1964
- Highway Safety Act of 1966
- Surface Transportation Assistance Act of 1978.

Appendix A: Alternative 2 Transportation Plan

The table below displays the status of all roads in the project area before, during and after project implementation.

Table 6. Changes to Road Status or Maintenance Levels

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT_OBJECTIVE_MAINT LEVEL	POST PROJECT_OBJECTIVE_MAINT LEVEL
5200250	2.885	4.061	1.18	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5200250	0	2.07	2.07	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5200250	4.061	4.58	0.52	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5200250	2.135	2.885	0.75	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5200250-0.62L-1	0	0.77	0.77	UNAUTHORIZED	P - PRIVATE
5200250-0.62L-2	0	1.12	1.12	UNAUTHORIZED	P - PRIVATE
5200250-0.62L-3	0	0.61	0.61	UNAUTHORIZED	P - PRIVATE
5200250-0.62L-4	0	0.68	0.68	UNAUTHORIZED	P - PRIVATE
5200250-4.58R-1	0	2.91	2.91	UNAUTHORIZED	P - PRIVATE
5200717	0	3.6	3.60	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES (ML2A)
5200718	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200719	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200720	0	0.49	0.49	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200721	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200722	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200723	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200724	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5200725	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5200800	1.2	2.19	0.99	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210000	6.254	7.072	0.82	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210000	7.072	19	11.93	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210000	0	6.254	6.25	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210000-1.60L-1	0	1.73	1.73	UNAUTHORIZED	D - DECOMMISSION
5210000-1.60L-2	0	1.17	1.17	UNAUTHORIZED	D - DECOMMISSION
5210000-14.87R-2	0	0.18	0.18	UNAUTHORIZED	P - PRIVATE
5210000-14.87R-3	0	0.34	0.34	UNAUTHORIZED	P - PRIVATE
5210000-14.87R-4	0	0.94	0.94	UNAUTHORIZED	P - PRIVATE
5210000-15.26R-1	0	1.09	1.09	UNAUTHORIZED	P - PRIVATE

5210000-18.82R-1	0	0.18	0.18	UNAUTHORIZED	D - DECOMMISSION
5210000-2.48R-1	0	0.61	0.61	UNAUTHORIZED	D - DECOMMISSION
5210000-2.75R-1	0	0.51	0.51	UNAUTHORIZED	D - DECOMMISSION
5210000-7.69R-1	0	0.48	0.48	UNAUTHORIZED	P - PRIVATE
5210100	0	0.91	0.91	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210100	0.91	3.2	2.29	2 - HIGH CLEARANCE VEHICLES	P - PRIVATE
5210100-1.01L-1	0	0.24	0.24	P - PRIVATE	P - PRIVATE
5210101	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210101-0.01L-1	0	0.02	0.02	UNAUTHORIZED	D - DECOMMISSION
5210111	0.516	2.3	1.78	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES (ML2A)
5210111	0	0.516	0.52	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES (ML2A)
5210111-0.01L-1	0	0.27	0.27	UNAUTHORIZED	D - DECOMMISSION
5210112	0	0.9	0.90	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210112-0.26L-1	0	0.10	0.10	UNAUTHORIZED	D - DECOMMISSION
5210114	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210117	0.428	0.6	0.17	PRIVATE	P - PRIVATE
5210117	0	0.428	0.43	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210118	0	0.35	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210118	0.35	0.6	0.25	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210119	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210120	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210125	0.8	1.248	0.45	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210125	0.4	0.8	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210125	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210125-0.67L-1	0	0.18	0.18	UNAUTHORIZED	D - DECOMMISSION
5210126	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210133	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210135	0.35	0.97	0.62	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210135	0	0.35	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210135-0.04L-1	0	0.07	0.07	UNAUTHORIZED	D - DECOMMISSION
5210137	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210138	0	0.83	0.83	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)

5210215	0	4.5	4.50	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210215-1.06L-1	0	0.14	0.14	UNAUTHORIZED	D - DECOMMISSION

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT_OBJECTIVE_MAINT LEVEL	POST PROJECT_OBJECTIVE_MAINT LEVEL
5210215-1.06L-2	0	0.07	0.07	UNAUTHORIZED	D - DECOMMISSION
5210215-1.06L-3	0	0.09	0.09	UNAUTHORIZED	D - DECOMMISSION
5210215-1.06L-4	0	0.09	0.09	UNAUTHORIZED	D - DECOMMISSION
5210215-1.23R-1	0	1.22	1.22	UNAUTHORIZED	D - DECOMMISSION
5210215-1.56R-1	0	0.38	0.38	UNAUTHORIZED	D - DECOMMISSION
5210215-1.91R-1	0	0.09	0.09	UNAUTHORIZED	D - DECOMMISSION
5210215-1.92R-1	0	0.36	0.36	UNAUTHORIZED	D - DECOMMISSION
5210215-2.15L-1	0	0.39	0.39	UNAUTHORIZED	D - DECOMMISSION
5210215-2.5L-1	0	0.51	0.51	UNAUTHORIZED	D - DECOMMISSION
5210215-2.5L-2	0	0.59	0.59	UNAUTHORIZED	D - DECOMMISSION
5210215-2.68R-1	0	0.33	0.33	UNAUTHORIZED	D - DECOMMISSION
5210220	0	1.6	1.60	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210220-0.29R-1	0	0.20	0.20	UNAUTHORIZED	D - DECOMMISSION
5210220-0.56L-1	0	0.19	0.19	UNAUTHORIZED	D - DECOMMISSION
5210220-0.79L-1	0	0.21	0.21	UNAUTHORIZED	D - DECOMMISSION
5210221	0	0.47	0.47	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210222	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210225	0	3.8	3.80	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210225-3.2R-1	0	0.96	0.96	UNAUTHORIZED	D - DECOMMISSION
5210226	0	0.23	0.23	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210227	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210228	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210229	0	1.8	1.80	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210230	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210230	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)

5210231	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210232	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210233	0.189	0.5	0.31	1 - BASIC CUSTODIAL CARE (CLOSED)	P - PRIVATE
5210233	0	0.189	0.19	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210235	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210236	0	0.4	0.40	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5210260	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210261	0	1.17	1.17	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210262	0	0.14	0.14	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210310	0	0.22	0.22	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210310	1.8	2.3	0.50	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5210310	0.22	1.8	1.58	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210312	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210314	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210316	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210410	0	0.8	0.80	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210415	0	2.9	2.90	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210415-0.34L-1	0	0.26	0.26	UNAUTHORIZED	D - DECOMMISSION
5210415-1.59L-1	0	0.60	0.60	UNAUTHORIZED	D - DECOMMISSION
5210415-1.81L-1	0	0.11	0.11	UNAUTHORIZED	D - DECOMMISSION
5210425	0	0.23	0.23	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210425	0	0.23	0.23	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210425-0.18L-1	0	0.08	0.08	UNAUTHORIZED	D - DECOMMISSION
5210500	0	1.85	1.85	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210500-0.77R-1	0	0.85	0.85	UNAUTHORIZED	D - DECOMMISSION
5210500-0.77R-2	0	0.28	0.28	UNAUTHORIZED	P - PRIVATE
5210502	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210503	0	0.35	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210504	0	1.4	1.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5210505	0	0.49	0.49	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5210528	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212000	0	4.35	4.35	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)

5212000	4.35	7.8	3.45	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5212000	0	4.35	4.35	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5212000-1.07L-1	0	0.22	0.22	UNAUTHORIZED	D - DECOMMISSION
5212000-1.22L-1	0	0.22	0.22	UNAUTHORIZED	D - DECOMMISSION
5212000-3.73L-1	0	0.13	0.13	UNAUTHORIZED	D - DECOMMISSION

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT OBJECTIVE_MAINT LEVEL	POST PROJECT OBJECTIVE_MAINT LEVEL
5212000-5.28R-1	0	0.21	0.21	UNAUTHORIZED	D - DECOMMISSION
5212000-5.61R-1	0	0.27	0.27	UNAUTHORIZED	D - DECOMMISSION
5212110	0	4.7	4.70	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5212110	0	4.7	4.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212110-0.67L-1	0	0.24	0.24	UNAUTHORIZED	D - DECOMMISSION
5212110-1.33R-1	0	0.38	0.38	UNAUTHORIZED	D - DECOMMISSION
5212110-1.55R-1	0	0.64	0.64	UNAUTHORIZED	D - DECOMMISSION
5212110-1.6R-1	0	0.13	0.13	UNAUTHORIZED	D - DECOMMISSION
5212110-1.78L-1	0	0.23	0.23	UNAUTHORIZED	D - DECOMMISSION
5212110-1.91L-1	0	0.14	0.14	UNAUTHORIZED	D - DECOMMISSION
5212110-2.07R-1	0	0.87	0.87	UNAUTHORIZED	D - DECOMMISSION
5212110-2.15R-1	0	0.24	0.24	UNAUTHORIZED	D - DECOMMISSION
5212110-2.76L-1	0	0.81	0.81	UNAUTHORIZED	D - DECOMMISSION
5212110-2.76L-2	0	0.23	0.23	UNAUTHORIZED	D - DECOMMISSION
5212110-3.33R-1	0	0.91	0.91	UNAUTHORIZED	D - DECOMMISSION
5212110-3.33R-3	0	0.22	0.22	UNAUTHORIZED	D - DECOMMISSION
5212110-3.33R-6	0	0.98	0.98	UNAUTHORIZED	D - DECOMMISSION
5212110-3.33R-8	0	0.11	0.11	UNAUTHORIZED	D - DECOMMISSION
5212110-3.91L-1	0	0.16	0.16	UNAUTHORIZED	D - DECOMMISSION
5212110-3.94L-2	0	0.90	0.90	UNAUTHORIZED	D - DECOMMISSION
5212110-3.94L-3	0	1.07	1.07	UNAUTHORIZED	D - DECOMMISSION
5212110-3.94L-4	0	0.26	0.26	UNAUTHORIZED	D - DECOMMISSION

5212110-4.05R-1	0	0.12	0.12	UNAUTHORIZED	D - DECOMMISSION
5212111	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5212111-0.03R-1	0	0.29	0.29	UNAUTHORIZED	D - DECOMMISSION
5212111-0.16L-1	0	1.38	1.38	UNAUTHORIZED	D - DECOMMISSION
5212111-0.16L-2	0	0.44	0.44	UNAUTHORIZED	D - DECOMMISSION
5212111-0.18L-1	0	0.48	0.48	UNAUTHORIZED	D - DECOMMISSION
5212112	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212113	0	0.46	0.46	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212115	0	1.1	1.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212115-0.25L-1	0	0.30	0.30	UNAUTHORIZED	D - DECOMMISSION
5212115-0.39R-1	0	0.14	0.14	UNAUTHORIZED	D - DECOMMISSION
5212115-0.46L-1	0	0.25	0.25	UNAUTHORIZED	D - DECOMMISSION
5212115-0.85R-1	0	0.06	0.06	UNAUTHORIZED	D - DECOMMISSION
5212115-1.05L-1	0	0.26	0.26	UNAUTHORIZED	D - DECOMMISSION
5212210	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212210-0.38R-1	0	0.38	0.38	UNAUTHORIZED	D - DECOMMISSION
5212210-0.38R-2	0	0.09	0.09	UNAUTHORIZED	D - DECOMMISSION
5212211	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212212	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212213	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212214	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212215	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212216	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5212217	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5212217	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5212280	0	1.25	1.25	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5212310	0	1.2	1.20	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5213000	0	3	3.00	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5213000-0.87R-1	0	0.25	0.25	UNAUTHORIZED	D - DECOMMISSION
5213000-2.36R-1	0	0.18	0.18	UNAUTHORIZED	D - DECOMMISSION
5213100	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5213115	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION

5213116	0	1.1	1.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5213117	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5213118	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5213120	0	1.923	1.92	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5213121	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5213121-0.43L-1	0	0.21	0.21	UNAUTHORIZED	D - DECOMMISSION
5213122	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5213130	0	0.9	0.90	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT OBJECTIVE MAINT LEVEL	POST PROJECT OBJECTIVE MAINT LEVEL
5213132	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5215000	0	2.51	2.51	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5215110	0	0.81	0.81	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5270000	2.4	3	0.60	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5270000	0	2.4	2.40	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES
5270115	0	0.9	0.90	D - DECOMMISSION	D - DECOMMISSION
5270118	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5270121	0	1.2	1.20	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5302000	0	2.2	2.20	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302000	2.22	2.5	0.28	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302000	2.2	2.22	0.02	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302110	0	4.42	4.42	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302110-5.7R-1	0	2.84	2.84	UNAUTHORIZED	P - PRIVATE
5302112	1.4	1.8	0.40	P - PRIVATE	P - PRIVATE
5302112	0	1.4	1.40	P - PRIVATE	P - PRIVATE
5302115	1.238	2.4	1.16	2 - HIGH CLEARANCE VEHICLES	P - PRIVATE
5302115	0	1.238	1.24	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302115-1.38R-1	0	0.36	0.36	UNAUTHORIZED	D - DECOMMISSION
5302115-2.27R-1	0	0.18	0.18	P - PRIVATE	P - PRIVATE

5302117	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5302117	0.7	1.3	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5302206	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5302208	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5302209	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5302209-0.30L-1	0	0.15	0.15	BPA	BPA
5302209-0.30L-2	0	0.06	0.06	BPA	BPA
5302210	0	1.72	1.72	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5302210-0.15L-1	0	0.19	0.19	UNAUTHORIZED	D - DECOMMISSION
5302210-0.46L-1	0	1.19	1.19	WAFW	WAFW
5302210-0.71R-1	0	0.41	0.41	UNAUTHORIZED	D - DECOMMISSION
5302215	0	0.231	0.23	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5302215	0.231	1.3	1.07	WAFW	WAFW
5302220	0	0.739	0.74	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5302220-0.17R-1	0	0.27	0.27	BPA	BPA
5303000	0	4.2	4.20	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5303210	0	6.72	6.72	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5303212	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303212-0.12R-1	0	0.08	0.08	BPA	BPA
5303212-0.13L-1	0	0.43	0.43	BPA	BPA
5303212-0.13L-2	0	0.06	0.06	PUD	PUD
5303212-0.13L-3	0	0.09	0.09	BPA	BPA
5303212-0.13L-4	0	0.26	0.26	BPA	BPA
5303212-0.66L-1	0	0.17	0.17	UNAUTHORIZED	D - DECOMMISSION
5303214	0	2.2	2.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303214-0.59L-1	0	0.90	0.90	UNAUTHORIZED	D - DECOMMISSION
5303214-0.71L-1	0	1.08	1.08	UNAUTHORIZED	D - DECOMMISSION
5303215	0	1.2	1.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303218	0	1.1	1.10	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5303308	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303310	0	1	1.00	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5303310	0	1	1.00	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION

5303310-0.38R-1	0	0.39	0.39	BPA	BPA
5303315	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5303317	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303410	0	0.25	0.25	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5303710	0	1.5	1.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5304000	0	1.4	1.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5304000-0.96R-1	0	0.36	0.36	UNAUTHORIZED	D - DECOMMISSION
5305000	2.8	6.64	3.84	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5305000	0	2.8	2.80	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5305000-0.92L-2	0	0.16	0.16	P - PRIVATE	P - PRIVATE
5305200	0	1.25	1.25	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT OBJECTIVE MAINT LEVEL	POST PROJECT OBJECTIVE MAINT LEVEL
5310000	0.144	7.05	6.91	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5310130	0	0.3	0.30	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5310415	0	1.85	1.85	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5310415-0.86R-1	0	1.25	1.25	UNAUTHORIZED	D - DECOMMISSION
5310510	0	0.3	0.30	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
5310610	0	0.9	0.90	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5700000	0	12.42	12.42	4 - MODERATE DEGREE OF USER COMFORT	4 - MODERATE DEGREE OF USER COMFORT
5700000	12.42	13.48	1.06	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS
5700100	0	0.363	0.36	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5700100-A	0	0.11	0.11	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS
5700120	0	1.227	1.23	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700150	0	0.35	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700155	0.09	1.09	1.00	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5700155	0	0.09	0.09	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
5700170	0	1.4	1.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700300	0	1.2	1.20	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES

5700310	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700315	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700320	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700330	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700340	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700395	0	0.15	0.15	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5700400	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5701000	0	9.8	9.80	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5701200	0	2.357	2.36	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5701200-0.89R-1	0	0.37	0.37	UNAUTHORIZED	D - DECOMMISSION
5701200-1.47L-1	0	0.66	0.66	UNAUTHORIZED	D - DECOMMISSION
5701210	0	2.14	2.14	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5701222	0	0.68	0.68	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5701600	0	1.185	1.19	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5701650	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5701800	0	2.38	2.38	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5703000	0	4.75	4.75	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
5703000	0	4.75	4.75	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5703300	0	0.02	0.02	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5703300	2.594	2.82	0.23	C - CONVERT USE	C - CONVERT USE (TRAIL)
5703300	0.02	2.594	2.57	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5703350	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5703375	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5707000	0	2.563	2.56	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
5707510	0	0.22	0.22	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5707515	0	0.25	0.25	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5709000	0	2.23	2.23	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5709110	0	1.5	1.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5709113	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5709115	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5709120	0	1.75	1.75	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5709122	0	0.35	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION

5710000	0	2.1	2.10	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5711000	0	1.7	1.70	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5711000	1.7	5.85	4.15	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES (ML2A)
5711050	0	0.44	0.44	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711110	0	0.92	0.92	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711210	0	1.7	1.70	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5711300	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711410	0	1.3	1.30	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5711420	0	0.32	0.32	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711510	0	0.65	0.65	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711515	0	0.63	0.63	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5711710	0	1.9	1.90	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5711711	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5713000	0	4.1	4.10	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT OBJECTIVE_MAINT LEVEL	POST PROJECT OBJECTIVE_MAINT LEVEL
5713105	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5713108	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5713110	0	0.93	0.93	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5713315	0	0.15	0.15	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5800000	0	8.813	8.81	3 - SUITABLE FOR PASSENGER CARS	3 - SUITABLE FOR PASSENGER CARS
5801000	1.2	16.3	15.10	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801000	0	1.2	1.20	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801000-1.67R-1	0	0.56	0.56	UNAUTHORIZED	2 - HIGH CLEARANCE VEHICLES (ML2A)
5801000-1.67R-1	0	0.78	0.78	UNAUTHORIZED	2 - HIGH CLEARANCE VEHICLES (ML2A)
5801000-4.44L-1	0	0.30	0.30	UNAUTHORIZED	D - DECOMMISSION
5801000-7.01R-1	0	0.10	0.10	UNAUTHORIZED	BPA
5801000-7.01R-2	0	0.19	0.19	UNAUTHORIZED	BPA

5801000-7.01R-3	0	0.08	0.08	UNAUTHORIZED	D - DECOMMISSION
5801000-8.18R-1	0	0.30	0.30	UNAUTHORIZED	BPA
5801070	0.13	0.48	0.35	1 - BASIC CUSTODIAL CARE (CLOSED)	P - PRIVATE
5801070	0	0.13	0.13	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801070	0.48	1	0.52	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801080	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801090	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801091	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801092	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801093	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801094	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801095	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801096	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801097	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801097	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801098	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801098-0.15L-1	0	0.08	0.08	UNAUTHORIZED	BPA
5801099	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801100	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801101	0	1.2	1.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801102	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801103	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801104	0	0.07	0.07	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801110	0	2.626	2.63	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801110	2.626	3	0.37		2 - HIGH CLEARANCE VEHICLES
5801110-0.01L-1	0	0.45	0.45	UNAUTHORIZED	D - DECOMMISSION
5801110-0.08L-1	0	0.41	0.41	UNAUTHORIZED	D - DECOMMISSION
5801110-0.34R-1	0	0.62	0.62	UNAUTHORIZED	D - DECOMMISSION
5801111	0	0.6	0.60	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801111-0.14L-1	0	1.64	1.64	UNAUTHORIZED	BPA
5801111-0.14L-4	0	2.26	2.26	UNAUTHORIZED	D - DECOMMISSION
5801111-0.14L-7	0	0.14	0.14	UNAUTHORIZED	BPA

5801111-0.57L-1	0	0.54	0.54	UNAUTHORIZED	D - DECOMMISSION
5801112	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801115	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801210	4.5	4.8	0.30	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5801210	2.8	4.5	1.70	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5801210	0	2.8	2.80	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5801211	0	0.4	0.40	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801211-0.1L-1	0	0.25	0.25	UNAUTHORIZED	BPA
5801211-0.31L-1	0	0.04	0.04	UNAUTHORIZED	BPA
5801211-0.3L-1	0	0.02	0.02	UNAUTHORIZED	BPA
5801212	0	1.59	1.59	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801212-1.06R-1	0	0.39	0.39	UNAUTHORIZED	D - DECOMMISSION
5801213	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801214	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801215	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801215-0.04R-1	0	0.04	0.04	UNAUTHORIZED	BPA
5801215-0.04R-2	0	0.02	0.02	UNAUTHORIZED	BPA

RTE_NO	BMP	EMP	SEG LENGTH	CURRENT_OBJECTIVE_MAINT LEVEL	POST PROJECT_OBJECTIVE_MAINT LEVEL
5801216	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801217	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801217-0.6L-1	0	0.29	0.29	UNAUTHORIZED	D - DECOMMISSION
5801218	0	1.7	1.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801219	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801220	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801221	0	0.45	0.45	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801222	0	0.21	0.21	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801230	0	1.1	1.10	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801232	0	0.55	0.55	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION

5801275	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801276	0	0.5	0.50	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801278	0	1	1.00	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801281	0	0.2	0.20	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801715	0	3.87	3.87	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801715	0	3.87	3.87	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5801716	0	0.5	0.50	D - DECOMMISSION	D - DECOMMISSION
5801717	0.11	0.58	0.47	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801717	0	0.11	0.11	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801717	0.58	1.7	1.12	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801718	0	1.7	1.70	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801721	0	1.6	1.60	D - DECOMMISSION	D - DECOMMISSION
5801724	0	1.9	1.90	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5801727	0	0.7	0.70	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5801728	0	3.6	3.60	D - DECOMMISSION	D - DECOMMISSION
5808000	0	13.855	13.86	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5808510	1.84	2.75	0.91	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808510	0	1.84	1.84	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808610	2.75	4.66	1.91	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5808610	4.66	4.9	0.24	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5808610	0	2.75	2.75	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5808612	0	0.91	0.91	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808700	1.12	2.5	1.38	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808700	0	1.12	1.12	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808750	0	1.1	1.10	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5808810	4.3	6.75	2.45	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5808810	0	4.3	4.30	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5808813	0	1.3	1.30	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5808814	0	3	3.00	D - DECOMMISSION	D - DECOMMISSION
5808850	0	3.15	3.15	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5810000	0	7.25	7.25	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
5810310	0	1.55	1.55	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES

5810311	0	1	1.00	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
5810312	0	0.7	0.70	D - DECOMMISSION	D - DECOMMISSION
5810313	0	1.7	1.70	D - DECOMMISSION	D - DECOMMISSION
5810314	0	0.08	0.08	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5810320	0	1.914	1.91	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
5810325	0	1.13	1.13	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5810325	0	1.13	1.13	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5810326	0	0.1	0.10	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION
5810376	0	0.2	0.20	D - DECOMMISSION	BPA
5810380	0	0.3	0.30	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES (ML2A)
5810380-0.05L-1	0	0.03	0.03	UNAUTHORIZED	BPA
7400000	2	13.93	11.93	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
7531400	0	1.2	1.20	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES